

Summary of 2023 Citizens Bond Advisory Committee (CBAC) Recommendations

The CBAC recommends the projects summarized in Attachment A and listed below be placed on a 2023 Travis County Bond Referendum (except FM 812 which is recommended to be funded through the FY 2024 Annual Budget Process). The projects fall into two categories: Roadway/TxDOT Right-of-Way projects and County Parks Projects. If placed on the ballot by the Commissioners Court, these projects will be two separate ballot propositions.

The roadway projects seek in large respect to address safety and capacity issues generated by rapid population growth in Travis County. Pursuant to staff recommendation, priority was thus placed on significant arterial projects centered largely in eastern Travis County where population growth and development have been the most dramatic. Each of these projects also includes sidewalks and bike lanes (some as Shared Use Paths) to ensure residents have an alternative means of commuting. Additionally, two projects are recommended based on extensive public input, namely, *Active Transportation Safety Projects* and *Pyramid Drive/O'Reilly Drive* (substandard roads). The recommended projects are:

- Blake Manor Road (\$16,830,000)
- TxDOT right-of-way (\$30,000,000)
- Rowe Lane (\$30,800,000)
- Cameron Road (\$38,500,000)
- Arterial A (\$33,000,000)
- Bee Creek Road (\$16,500,000)
- South Pleasant Valley Road (\$29,700,000)
- Active Transportation projects (\$15,000,000) – including Patterson Road sidewalk
- Pyramid Drive/O'Reilly Drive (\$15,000,000)
- FM 812* (\$5,000,000 to be funded through the 2024 Annual Budget Process)

The parks projects place an emphasis on land acquisition considering the rapidly increasing price of land in Travis County and the amount of land lost to development. The recommendations also emphasize projects begun but not completed in previous bond propositions. The recommended projects are:

- Strategic Parkland Acquisition and Conservation (\$200,000,000)
- Onion Creek Greenway East (\$6,600,000)
- Onion Creek Greenway West (\$8,800,000)
- Gilleland Creek Greenway – Phase 1 (\$30,000,000)
- Bee Creek Sports Complex (\$8,400,000)
- Southeast Metro Park Improvements (\$15,600,000)

The total value of the proposed general obligation bonds recommended to be put before voters in November 2023 is \$494,730,000.

CBAC Process

Initial Charge

On January 10, 2023, the Commissioners Court appointed fifteen citizen volunteers (subsequently fourteen due to one resignation) to a Citizens Bond Advisory Committee with the following charge:

“Advise the Travis County Commissioners Court on the need for a bond election and the prospects for conducting a successful election in November 2023. If a bond program is warranted, advise the Court on the overall scope of a bond package, recommend a prioritized list of projects and report on the fiscal impacts to the County and to local jurisdictions. The final report shall also include recommendations on projects to be considered for funding through the annual budget process or funded through future bond elections.”

Over the course of fifteen meetings the CBAC considered \$586 million of high priority transportation projects from a full list of potential capital projects totaling \$2.4 billion. The CBAC considered Parks projects totaling \$618,050,000.

Public Input

In addition to the fifteen regular meetings where the CBAC began each meeting with public comment, the CBAC conducted four public outreach meetings geographically dispersed across the county, hosted a monthlong Virtual Open House, and accepted written public comment for the entire term of the process. In all, hundreds of comments were received throughout the process.

Process to Prioritize All Projects

At the outset of the process the CBAC was presented with a list of staff developed projects in loose order of priority based on ongoing staff analysis and public feedback obtained since the 2017 bond election. The CBAC began its project analysis by evaluating relevant county master plans including the Land, Water & Transportation Plan, the Transportation Blueprint, and the Parks Master Plan. The CBAC then developed and adopted its own specific criteria by which to evaluate projects for potential placement on the list of recommended projects.

After applying that adopted criteria to the projects under consideration, the CBAC developed a preliminary list of priority projects to be considered by citizens during public outreach meetings. Those projects were also toured by the CBAC on two separate weekends.

In the CBAC meetings following public outreach, the CBAC proceeded through a second round of reviews making several revisions/additions to the list based on public input.

After creating a master list, the CBAC considered the two proposed categories of projects: Transportation and Parks. The committee evaluated both the allocation of total bond proceeds between the two categories of projects, as well as which projects should advance in light of limited county bonding capacity.

Transportation Projects

Evaluation Criteria

Each transportation project was considered through extensive engagement with staff and incorporation of citizen input. Staff criteria for prioritization served as the starting point for deliberation of each

project. The CBAC's own evaluation criteria developed through citizen input as well as the background and experience of committee members included the following:

- Inclusion in county master transportation plans
- Potential for cost-sharing agreements
- Funds already spent on the project (design and/or ROW)
- Compatibility with transportation plans of municipalities in Travis County
- Compatibility with transportation plans of adjacent counties
- Inclusion of school access
- Serves as an evacuation route
- Meets specific safety criteria
 - Proposed intersection improvements identified in 2016 High Accident Location Agreement
 - Collision rates higher than county average
 - Any location with one way in/out access to a neighborhood
 - Roadway segments or intersections with line-of-sight obstructions
 - Bicycle/pedestrian infrastructure needing improved access or additional protection, including: buffered or separated bike lanes; shared use paths; additional pedestrian safety features such as ramps, hybrid beacons or markings
- Location relative to an economically-disadvantaged census tract
- Nearby pedestrian generators (parks, library, bus route)
- Proximity to schools using a 2 mile radius
- Future growth in the area as measured by TIA submissions

It should be noted extensive consideration was given to equity criteria in prioritizing projects with the benefit of input from the county Equity Officer. As a result, adjacency to economically-disadvantaged census tracts was adopted as one of the formal evaluation criteria for transportation projects. Furthermore, overall equity considerations of the entire bond package were significant in the formation of the list of recommended projects.

Safe2 Design

The CBAC recommendation includes two roadway projects (Rowe Lane from SH130 to Hodde Lane and Bee Creek Road from Lakehurst Road to Highland Boulevard) with a specific recommendation to improve these projects using a "Safe2" Roadway Design. Safe2 designs improve existing 2 lane roadways that currently do not include center turn lanes, shoulders or sidewalks to include a 2 lane roadway with a two-way left turn lane, shoulders, and separate shared use paths on one side of the roadway. Another value of the Safe2 design is the opportunity for applying "green infrastructure", including water quality protections, flood mitigation, less impervious cover, drainage infrastructure, and shade options.

A description of and rationale for the recommended projects is included in [Attachment B](#). As discussed under Financial Considerations, the CBAC is recommending \$30M of additional projects beyond the original staff recommendations, namely for Active Transportation Safety Projects and Pyramid Road/O'Reilly Road. The CBAC is also recommending that *Patterson Road sidewalk* be specifically included among the Active Transportation Safety Projects. FM 812 is recommended to be funded through the FY 2024 Annual Budget Process.

Parks Projects

The Urgency of Parkland Acquisition

Travis County population now exceeds 1.3 million and with ongoing rapid population growth land that supports agriculture, wildlife, and the growing demand for outdoor recreation is being rapidly lost to development. According Texas A&M, Texas loses approximately 650 acres *per day* to development. At the same time, land values continue to rise exponentially in Central Texas.

Parks serve the residents and visitors to Travis County in a variety of ways such as improving physical and mental health, stabilizing biodiversity and creating economic opportunities. For example, a recent medical study states that people living near a shared use path are 50% more likely to meet daily physical activity guidelines. Nature tourism and outdoor recreation added \$35.9 billion to Texas' gross state product in 2019, accounting for nearly 2 percent of the entire state economy. The Covid-19 pandemic also highlighted the need and demand for more spaces where children and adults can play, explore and recreate outdoors. An investment in parks and greenspace is an investment for both current and future generations of Travis County residents.

Prioritization criteria and methodology

The CBAC analyzed Parks and Conservation Easements as part of a proposed general obligation bond issuance. Staff presented the proposed areas of importance for land acquisition for new parks, adding to existing parks or creating buffers to those parks from encroaching development. Additionally, staff presented shovel ready projects and phases for future projects. Each project was reviewed with special attention to equity and inclusion.

Parks projects were analyzed and recommended for inclusion as bond projects according to the following criteria:

- **Included in a plan:** A project included in the Travis County Land, Water & Transportation Plan and/or the Parks Master Plan received a score of "1" for each plan incorporating the project; the effect being projects included in a plan vetted by the public and adopted by the Commissioners Court were prioritized over projects that were not.
- **Part of a multi-phased park Improvement project:** Projects that are part of a multi-phased park improvement project were prioritized with a score of "1" over those that were not.
- **Timeliness:** Land acquisition projects were prioritized over non-acquisition projects with a score of "2". This accounts for the importance of timely acquisition of land prior to potential development and losing it as parkland forever, as well as acknowledging rapidly rising real estate costs in Travis County.
- **Resource leveraging opportunities:** Projects with potential resource leveraging opportunities were prioritized with a score of "1".
- **Shovel ready:** Shovel ready projects were prioritized with a score of "1".
- **Availability:** Projects providing increased public access were prioritized with a score of "1".
- **Stakeholder support:** Projects with strong and demonstrated stakeholder support were prioritized with a score of "1".

Preferred Park Projects

After listening to staff and community input, the committee ranked and scored each project to come up with the total \$269,400,000 for parks projects. The majority of CBAC members preferred reserving

\$200,000,000 of the \$269,400,000 for land acquisition with an intended equal distribution between eastern and western Travis County.

CBAC felt the greenway projects allowed for the greatest access for a diversity of users in rapidly developing communities especially in areas with high density housing. The greenways also provide the ecosystem service of flood mitigation along those creekways.

Financial Considerations

The committee heard twice from the PBO regarding the financial impact of the projects under consideration, once at the outset of the process and once at its conclusion.

To maintain no more than \$800 net bonded debt per capita, PBO estimates the total bonding capacity of Travis County at \$740 million (this figure also maintains other important financial criteria necessary to ensure Travis County's ongoing AAA bond rating). Three amounts for voter approved bonds were presented to the CBAC that would preserve flexibility for future debt funded county projects: \$350M, \$400M and \$450M.

While the CBAC largely adhered to the upper end of those scenarios for the projects recommended from the original staff list (i.e. the CBAC is recommending \$464,730,000 from the original list of projects), the CBAC felt strongly that the Commissioners Court should consider an additional \$30M of projects based on both significant public input and need. The CBAC is accordingly recommending \$15M each for Active Transportation Safety Projects and Pyramid Road/O'Reilly Road. Outside of bond funding, the CBAC is recommending \$5M be dedicated to advancing FM 812.

The CBAC gave serious consideration of the impact on taxpayers from funding the recommended list of projects. The cost to the average Travis County homeowner from authorizing the proposed \$494,730,000 of general obligation debt would be approximately \$55 per year (i.e. on an average homestead value of \$427,920 or \$45 annually on the median value homestead of \$341,778). While not an insignificant cost, the CBAC feels based on unprecedented historic and anticipated population growth, increasing land prices and a strong desire to maintain Travis County's exceptional quality of life, this is a reasonable cost for the significant benefits of the recommended projects.

Additional Issues for Commissioners Court Consideration

When assessing the prospects of moving forward with a 2023 bond package, the CBAC encourages the Commissioners Court to consider the following matters critical to successfully implementing the underlying projects as well as addressing issues not covered by the proposed projects.

1. Ensure project costs and schedules are adequately vetted such that all projects will be completed on time and on budget.
2. Ensure ongoing maintenance costs of each project are adequately incorporated into your decision making and those costs accounted for in forecasting future Travis County budgets.

3. Ensure there is an appropriate plan to cost-effectively enhance county staff's ability to deliver projects of this magnitude in the proposed timeframe.
4. The CBAC encourages Travis County staff to contemplate how green infrastructure can best be implemented in all appropriate future roadway projects.

5. Active Transportation Plan

The CBAC recommends having TNR staff prepare an Active Transportation Plan for a county-wide, integrated system of shared-use paths, bikeways and sidewalks. This should be done in coordination with work being completed with the *Safe Streets and Roads for All (SS4A)* grant the county recently received from the US Department of Transportation. It should include a robust public engagement process and clear analysis of needs, as well as a prioritized list of Capital Improvement Projects (CIPs). The committee asks the court to fund the short-term needs associated with completing this plan as well as long-term needs, including but not limited to Full Time Employment (FTE) position(s), required to monitor implementation and update and maintain a viable plan.

6. Substandard Road Task Force

As evidenced by the substantial public comment regarding Pyramid and O'Reilly Roads, they are particularly egregious examples of substandard roads plaguing Travis County citizens. However, they are part of a larger problem of substandard roads across the county, particularly compounding challenges in low-income communities. Among other things, these poorly maintained roads:

- Damage cars, cause accidents and hinder commutes;
- Limit access and slow response times for emergency vehicles and first responders;
- Negatively affect the value of surrounding properties;
- Limit mobility for persons with disabilities.

While Travis County has previously implemented programs designed to repair and upgrade substandard roads, they have largely proven ineffective. There are numerous reasons the programs failed, including the substantial costs of bringing these roads up to county standards and onerous local contribution requirements. Yet, the need remains significant with over ninety miles of roads in Travis County designated as substandard.

To facilitate a resolution to this significant issue for some of Travis County's more vulnerable residents, the CBAC is recommending a task force be formed to evaluate the scope of the problem and develop a set of recommended approaches to upgrading substandard roads. Hopefully the task force can be formed in the near term and develop recommendations in six to nine months.

Committee Members

Jennifer Bristol – Vice Chair
Roxanne Evans
Rajeev Jain
John Langmore – Chair
Patrick Lopez
Garry Merritt
Elizabeth Montoya

Amy Patillo
Andrew Rebber
Kodi Sawin
Wendy Scaperotta
Robert Stroup
Larry Wallace Jr.
James Valadez

Attachment B

Description and Statement of Benefit and Need for 2023 Recommended Transportation Projects

Blake Manor Road Project (\$16,830,000)

This project is a North/South Arterial Capacity project that is needed to better connect local communities such as Manor through multi-modal options to the Travis County East Metro Park. This also continues improvements to Blake Manor Road already under construction west of Taylor Lane with the intent of connecting eastward to Burleson Manor Road which eventually connects to FM969 providing an alternative route for commuters from Bastrop and Webberville over to Manor, Austin and Pflugerville. We have a separate federal grant to include a shared use path along this section of Blake Manor as well as the section already under construction that will move forward in 2024-2025.

TxDOT ROW (\$30,000,000)

Travis County is responsible for providing funds towards ROW needs on TxDOT construction projects. TxDOT determines when and where the next improvement projects are to be located on their state system. The County is legally obligated to provide for 100% of the cost of ROW on new alignment projects and for 10% of the cost for existing roadways being widened. These funds will be made available to meet the County obligations for future TxDOT projects as needed.

Rowe Lane (\$30,800,000)

Rowe Lane improvements are needed to provide safety enhancements such as shoulders along the entire length, better visibility at intersections, and left turn lanes and/or a two-way-left-turn lanes to provide refuge for left turning vehicles outside of the through traffic. There are multiple entrances to very large residential neighborhoods off Rowe Lane that need improved access for capacity and safety reasons. Furthermore, the Shared Use Path will provide for bicycle and pedestrian needs due to the large number of residential homes.

Cameron Road (\$38,500,000)

Cameron Road improvements are needed to provide safety enhancements such as straightening out some significant "S" curves, better visibility at driveways, and left turn lanes. There is also a need for additional roadway capacity in this heavily developing area with multiple subdivisions planned to break ground soon, as well as provide for an alternative route for commuters from the Manor area trying to connect with Pflugerville and IH35. For bicyclists and pedestrians this route grants improved access from the existing and future residential areas to the 1849 Pflugerville Park.

Arterial A (\$33,000,000)

Arterial A is a planned major North/South Arterial connecting US290 to the future Braker Lane and eventually Parmer Lane arterials. This project provides much needed connectivity to local east/west arterials creating a more efficient grid pattern for transportation needs in a fast growing region of the County. This new connection will also provide relief to local communities dealing with cut through and truck traffic on residential roadways. This project was approved in the 2005 Bond for design, with the design being completed around 2010. The design needs to be updated to current standards with current remaining funds. The additional funds will be needed to acquire the needed ROW and fund the

construction. There is already a grade separated intersection at US290 with frontage roads to accept the Arterial A project connection to the south.

Bee Creek Road (\$16,500,000)

The Bee Creek Road project will provide for Capacity and Safety needs for a fast growing area that will connect Rough Hollow elementary school and the newly constructed Bee Creek Sports Complex. The safety enhancements will include the addition of shoulders along the entire length, better visibility at intersections, and left turn lanes and/or a two-way-left-turn lanes to provide refuge for left turning vehicles outside of the through traffic. The Rough Hollow elementary school has significant queuing which backs up into the existing travel lanes of Bee Creek Road during school drop-off and pick-up times. This project will provide for a safe area for these queues, so they won't be blocking traffic lanes. Furthermore, the Shared Use Path will provide for bicycle and pedestrian needs due to the large number of residential homes in the area and will provide multi-modal access to the school and newly constructed sports park in the area.

South Pleasant Valley Road (\$29,700,000)

South Pleasant Valley Road is a major North/South Arterial planned to connect multiple east/west arterials further north in Austin down to SH45 and eventually IH35 through multiple developments in both Travis and Hays County to the south. This project provides much needed connectivity in order to create a more efficient grid pattern for transportation needs in a fast-growing region of the County. This route will also provide significant relief to IH35 during construction over the next 10-20 years, as well as an alternative north/south route along a congested portion of IH35. This new connection loosely follows the existing Bradshaw and Turnersville roadways that are seeing significant residential growth. This project was approved in the 2017 Bond and has experienced significant cost increases due to the large flood plain at FM1327 requiring significant improvements to bring FM1327 and the intersection with future South Pleasant Valley out of the floodplain. There are existing funds to complete the design and ROW acquisition, but additional funds will be needed to fund the remaining construction costs. This project will also have a 10%-15% chance of obtaining federal funds for construction.

Pyramid Road/O'Reilly Road (\$15,000,000)

Pyramid Drive and O'Reilly Drive are local dirt roads on public right-of-way that parallels RM620 and provides connectivity between Lake Travis Elementary and Hudson Bend Middle School as well as several residential homes along the route. These roadways were never constructed in accordance with County standards and thus were never accepted for maintenance by Travis County. The condition of these roads is poor and is difficult to traverse without a high clearance vehicle or 4x4 vehicle. These roads need to be brought up to County standards to provide a safe and traversable route for local residents as well as emergency vehicles. A shared use path is also recommended along these roadways to allow for a safe and convenient path for elementary and middle school children walking to school as well as local residents for everyday use.

Patterson Road sidewalk (\$1,100,000)

This project will provide for a sidewalk in a residential area to allow elementary and middle school students to walk to school from their homes. There is currently no shoulder or sidewalk along Patterson Road and the County has received significant communication from the local residents of this need.

FM 812 (\$5,000,000)

Southeast Travis County has seen significant population growth over the past decade and that trend is continuing. TXDOT indicates the existing roadway is not sufficient to meet projected traffic volumes during the coming years.

TXDOT has proposed improvements to FM 812 in both Travis and Bastrop Counties from US 183 to State Highway 21. This project would greatly enhance safety by straightening an S-curve. That would be accomplished through relocation of a 1.5-mile section of FM 812 and connecting it to the intersection of William Cannon Drive at US 183. Moreover, this leverages previous investment in the extension of William Cannon from McKinney Falls Parkway to US 183. The current two-lane undivided road would expand to a four-lane divided roadway and support increased access to pedestrians and cyclists with a new shared-used path and sidewalks. TXDOT also proposes substantial drainage enhancements and the upgrade of four existing bridges.

Improving FM 812 would add considerable east/west arterial capacity – on a regional scale – and help connect disadvantaged communities to additional economic opportunities. It would also provide much-needed traffic relief associated with events held at the Circuit of the Americas.

A comparatively small \$5 million contribution from the county has great potential to accelerate an investment from TXDOT in the range of \$80 million to \$100 million. The CBAC recommends that commissioners court include \$5 million in the FY2024 budget process without issuing new debt for this project.

Description and Statement of Benefit and Need for 2023 Recommended Parks Projects**Land Acquisition (\$200,000,000)**

CBAC supports staff recommendations to divide the \$200,000,000 for land acquisition between the eastern and western sides of the county. The vast majority will be utilized along: Cow Creek, Gilleland Creek, Onion Creek, Wilbarger Creek, Colorado River, Pedernales River and Lake Travis. These acquisitions will add new parks, complete greenway projects or augment existing parks. CBAC recommends that conservation easements should not exceed 15% of the total land acquisition allotment. Additionally, the committee agreed that conservation easements should only be utilized to buffer existing parks, protect critical habitat or protect endangered or threatened species.

Onion Creek Greenway- Phase I and II (Phase I- \$6,600,000, Phase II- \$8,800,000)

This project adds connectivity between multiple parks along Onion Creek. The phases include adding a trailhead and amenities at two locations: State Hwy 183 east to Moya Park and State Hwy 183 west to McKinney Falls State Park.

Southeast Metro Park Improvements (\$15,600,000)

This 299-acre park boasts multiple sports fields, playgrounds, paved multi-use trails and unpaved nature viewing trails. The bond project seeks to convert the current grass fields to synthetic turf. CBAC recommends funding for engineering and the construction of four synthetic turf soccer fields.

Gilleland Creek Greenway- Phase I (\$30,000,000)

Gilleland Creek runs 19-miles from Pflugerville to the Colorado River. Phase I of this project would construct greenway trails and amenities from Northeast Metro Park to Ben E. Fisher Park in Manor. This project includes approx. 7 miles of multi-use trails and amenities. Ben E. Fisher will also undergo renovations to make it safer and more user-friendly. This is a shovel ready project with designs and construction documentation substantially completed.

Bee Creek Sports Complex (\$8,400,000)

This project will complete the synthetic sports fields and provide a natural walking trail.

Proposed 2023 Travis County Bond Projects

County Roadway/TxDOT ROW Projects

Pct#	Project Name	Project Description	Cost Estimate
Pct 1	Blake Manor Road from Taylor Lane to Burleson Manor Road	Widen from a 2 lane undivided roadway to a 4 lane divided roadway with shoulders from Taylor Lane to Burleson Manor Rd (1.3 mi)	\$ 16,830,000
ALL	TxDOT Right-of-Way	ROW acquisition (FM812, FM973, RM620, FM1826, and FM1431)	\$ 30,000,000
Pct 1	Rowe Lane from SH130 to Hodde Lane	Improve from a 2 lane undivided roadway with no shoulders to a SAFE2 cross section that includes a 2 laned divided roadway with two-way left turn lane, shoulders and a shared use path on one side from SH130 to Hodde Lane (2.6 mi)	\$ 30,800,000
Pct 1	Cameron Road East of SH130 from Pecan St to Fuchs Grove Rd	Widen from a 2 lane roadway without shoulders to a 4 lane divided roadway with a shared use path from Pecan St to Fuchs Grove Rd (2.15 mi)	\$ 38,500,000
Pct 1	Arterial A construction	Finish outdated 95% design, ROW and Construction for a new 4 lane divided roadway with bike lanes and sidewalks.(2.3 mi)	\$ 33,000,000
Pct 3	Bee Creek Road from Lakehurst Road to Highland Boulevard	Improve from a 2 lane undivided roadway with no shoulders to a SAFE2 cross section that includes a 2 laned divided roadway with two-way left turn lane, shoulders and a shared use path on one side from Lakehurst Road to Highland Boulevard (0.9 mi)	\$ 16,500,000
Pct 4	South Pleasant Valley Road (Phase I) from COA to SH45	Widen the existing 2 lane undivided roadway (Bradshaw and Turnersville Rd) to 4 lane divided roadway with a median, bike lanes and sidewalks from City of Austin to SH45. This will provide the additional funding to complete the existing 2017 Bond project currently under design (2.0 mi)	\$ 29,700,000
ALL	Active Transportation Safety Projects	Active Transportation Safety Projects connected to Travis County roadways, including projects for safe routes to school, sidewalks, shared use paths, bike lanes, and/or signals	\$ 15,000,000
Pct 3	Pyramid Drive and O'Reilly Drive substandard roads	Upgrade substandard roads including Pyramid Drive and O'Reilly Drive to County standards and add sidewalk	\$ 15,000,000
Roadway Total			\$ 225,330,000

County Parks Projects

Planning Area	Project Name	Project Description	Cost Estimate
ALL	Strategic Parkland Acquisition and Conservation	Complete strategic land acquisition and conservation - Colorado River / Webberville, Eastern Creeks and Greenways, Post Oak Savannah and Springs, Lake Areas, Cow Creek, Pedernales River area	\$ 200,000,000
SE	Onion Creek Greenway - Sat 4 East to Moya Park	Plan, Design and Construct greenway trails and amenities from SH 183 Trailhead east to Moya Park	\$ 6,600,000
SE	Onion Creek Greenway - Sat 4 West to McKinney Falls State Park	Plan, Design and Construct greenway trails and amenities from SH 183 Trailhead west to McKinney Falls State Park	\$ 8,800,000
NE	Gilleland Creek Greenway - Phase 1	Construct greenway trails and amenities from NE Metro to and including Ben E Fisher Park Renovation	\$ 30,000,000
SW	Bee Creek Sports Complex	Complete Project (additional fields and Pavilion)	\$ 8,400,000
SE	Southeast Metro Park Improvements	Install synthetic turf on 4 soccer fields including engineering and construction	\$ 15,600,000
Parks Total			\$ 269,400,000

Total Proposed Bond Amount

\$ 494,730,000

**Project amounts include 10% program management costs.*